

# The Washington Times

Published Every Evening in the Year at  
THE MUNSIE BUILDING  
Penna. ave., between 13th and 14th sts.

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SUBSCRIPTION RATES BY MAIL.  
Daily and Sunday, \$10.00 per month, \$30.00 per quarter, \$1.00 per week.  
Daily only, \$5.00 per month, \$15.00 per quarter, \$50.00 per year.  
Sunday only, \$2.00 per month, \$6.00 per quarter, \$20.00 per year.

## MARCH CIRCULATION

DAILY.  
Total gross, March, 1912, 1,087,640.  
Average gross, March, 1912, 36,245.  
Total net, March, 1912, 1,118,160.  
Average net, March, 1912, 36,245.  
SUNDAY.  
Total gross, March, 1912, 548,190.  
Average gross, March, 1912, 17,845.  
Total net, March, 1912, 548,190.  
Average net, March, 1912, 17,845.

I solemnly swear that the accompanying statement represents the circulation of The Washington Times as detailed, and that the net figures represent, all returns eliminated, the number of copies of The Times which are sold, delivered, furnished, or mailed to bona fide purchasers or subscribers.

District of Columbia, ss:  
Subscribed and sworn to before me this first day of April, A. D. 1912.  
Notary Public.  
Entered at the Postoffice at Washington, D. C., as second class matter.

SUNDAY, APRIL 28, 1912.

## WHY?

All the good old arguments advanced to conserve the interests of property rights are bobbing up as reasons why the Titanic disaster investigation should cease. It is hurting business.

That is, all the good old arguments but one. Nothing has been suggested concerning the necessity of safeguarding the interests of the widows and orphans who own stock in the steamship companies. For once the widows and orphans are given a rest. Why?

## THE EXCISE MEASURE.

The Senate's excise measure represents what is all too rare in the history of American liquor legislation—a sane and sensible attempt to find the solution of the problem somewhere between unlimited license and absolute prohibition.

To have fewer saloons and to have them more strictly regulated will not harm Washington financially and it will help it socially.

The new measure avoids both the evils of too great liberality and the evils of that nullification so often brought about by an attempt at prohibition.

## SCIENCE AND HEALTH.

When the United States Government took control of Porto Rico fourteen years ago that island was one of the most unhealthy places in the tropics. Almost the first thing the Americans did was to institute a campaign for the improvement of sanitation, and this was followed by the successful fight against hookworm disease. The result has been such an improvement in the health of the community and such a diminution of the death rate that last year the number of deaths fell a full 20,000 below the "normal" rate of Spanish times.

The United States sanitary forces have cleaned up Porto Rico. They cleaned up Cuba. They cleaned up Panama. Perhaps some day they will be permitted to clean up the United States.

## DEFENSE FUND OPPOSED.

Some of the members of the structural iron workers' organization are opposing the order of the executive board of that union which assesses each member in order to create a defense fund for use of the indicted officials.

If a member of a fraternity or a church or a mutual insurance organization were indicted for a crime, he might have numerous friends who would believe in his innocence and come to his assistance financially. But it could hardly be held that there was any obligation resting upon the church or organization, as a whole, to assist him. Neither could there be any defense of the assessment of all members of the fraternity or church to provide him with a defense fund.

Wherein should a labor organization differ in such a matter?

## WHY NOT TWO COURTS?

The petition of local women to have Mrs. Ellen Spencer Mussey appointed juvenile court judge challenges serious consideration. The problem of juvenile delinquents is conceded to be one of reform instead of punishment, and there is much to commend in the contemplation of a woman for the position of passing upon youthful transgressions.

At the risk of offending the sentiment that "a boy's best friend is his mother" may we suggest that his most practical friend is his father. This is predicated upon the proposition that for boys perhaps a man is the best judge, as he is not mother enough to be too good and gloss over evil deeds on the one hand or make a mollicoddle of the probationer on the other.

Why not segregate the juvenile court, and have a woman to preside over the cases where girls are implicated, for a woman can best reach the heart and understand the ways of a girl. There certainly is plenty of room for such a court and such an official, judging from the number of girls in short dresses who invite the attentions of that species of the male that constitute a standing menace to the morals of every community.

## AGAIN THE ENGLISH OF IT.

The London Daily Mail has performed a service for which all true Americans will be grateful in exposing that conspiracy of silence on the part of the American press that has until now kept from the public the important fact that Champ Clark is a member of the Senate, and is a subordinate to William Alden Smith on the committee that is investigating the Titanic disaster. The Daily Mail avers that Senator Smith is a past master in the art of butting in, and adds that he is a Republican. It says further that "Champ Clark, who invites laughter by his handlubber questions, is conspicuous for his childishness." And it adds: "Little can be achieved by an investigation along these lines."

Perhaps the London Daily Mail will go further and discover for us the identity of the Speaker of the House of Representatives.

We have known all along that we were very

ignorant, and we long have prayed some day to be endowed with that fullness of wisdom and knowledge vouchsafed only to English newspapers, but we never knew how really hopeless was our condition.

There is danger that we may awake any moment to the discovery that Tom Watson is President of the United States, and that Jim Sherman is the lone Socialist in the American Reichstag.

## IS THIS THE FIRST OPPORTUNITY?

President Taft is very pained that he must fight Roosevelt in order to prove himself possessed of manhood. He wants it understood, however, that it is not because of any personal stake, but because "I represent a cause, I represent the Republican party that stands for wise progress, etc." So he is reported as saying in Newark.

Is Roosevelt the first and only man to attack the Republican party, since that party has been led by Taft? Was there no "cause" to represent during the tariff fight, the Ballinger scandal, the Lorimer stench, the Wickersham railroad bill fight, that appealed to President Taft as worthy of his throwing down the gauntlet and coming out in the open in order to prove his manhood and to "represent the Republican party that stands for wise progress?"

Why did not the President empty his vials of wrath upon those reactionaries who have brought the Republican party to its present impoverished estate, if it is the "cause" that now inspires him? Certainly it was not for lack of importunity from able and honorable members of the Republican party! Nor was it because there was any danger that he would have to make the fight single-handed!

More than passing strange that not until his personal fortunes and ambitions are at stake that the President discovers the "cause" and the "party" are menaced and he must fight to justify his manhood!

## PROGRESS IN COMMON SENSE.

Following close upon the settlement of the miners' strike comes the announcement that the railroads and the locomotive engineers have agreed to arbitrate their differences. In each case the contending parties refused to accept the services of any outside parties, fearing it might lend color to the belief that advantage was being taken of campaign year to play a political game and obtain concessions that the merits of the contention did not justify.

Coming so soon after the storm of passion that culminated in the conviction of the McNamaras and the indictment of a score of other labor union leaders, the manner in which the miners' and the engineers' differences are being handled offers substantial hope that employer and employee have entered an era wherein their differences will be settled as becomes sensible men, and reason, rather than abuse, will mark their discussions.

## THE GOOD ROADS PROBLEM.

The scheme pending in Congress to pay rent to local authorities for the use of roads over which rural mail carriers deliver mail is represented by its advocates to be a good roads measure. It is their purpose to pillory such sensible and courageous members of Congress as oppose it as opponents of good roads. This is the danger in this most vicious piece of legislation.

The bill says not one word about spending this money for building, improving or maintaining roads. It merely gives the money to the local authority, or in the case of turnpike companies, to the private corporation, that owns the road. It will cost \$18,000,000 the first year and soon will mount up to an annual charge of \$50,000,000 or \$60,000,000.

It is said on the authority of the best highway engineers in the country that to properly maintain all the roads of this country at the state of perfection of the English country roads would cost more than the total value of the grain crops of the country. Local road builders may discriminate and build roads first where they will be most useful and where they are most needed, avoiding this crushing expense, but to follow the rural mail carriers will be to erect a road system without any plan or any purpose, and yet to drain the Treasury of untold hundreds of millions.

But this measure advanced by the twenty-eight dirt road statesmen doesn't contain one word that directs one cent of these millions of dollars to be spent on the roads!

Its only purpose is to take money out of the Treasury to be spent in the districts to enable some members of Congress to brag that they are good appropriation getters. That this is its evident purpose is proved by the fact that the bill, which isn't a bill but a rider on an appropriation bill, has been so handled that it can be known by different names in different States. In Tennessee it may be the Byrns bill, in Iowa the Prouty bill, in Missouri the Shackelford bill, in Kansas the Campbell bill, and so on.

It is perhaps due to the men who support this measure in the House to say that they apparently have faith that the Senate will refuse to aid them in raiding the Treasury.

## TO CATCH A WORM.

All know the simplest way to catch a bird is to put salt on its tail, which in some mysterious manner interferes with its aerial navigation. Most of us are also familiar with the Frenchman's receipt for killing fleas—catch them, tickle them until they laugh, and then blow powder down their little windpipes and choke them to death—a horrible finish, even for a flea!

The Hon. Col. Bill Sterett, fish commissioner of Texas, announces a sure and easy way to catch angle worms. First, you find a likely angle worm neighborhood; drive a stick into the ground and rub the exposed end with a board. By this you create a miniature seismic disturbance in that locality, which makes the angle worm very angry and he comes out to see what it's all about. Then you grab him!

Colonel Bill has only applied a fact which long years of observation has proven, namely, that human beings and worms are willing to risk their lives to satisfy their curiosities.

# TITANIC PROBE FACTS TO BE SENT ABROAD

Copies of Testimony May  
Aid in Civil or Criminal  
Prosecution of Officials.

(Continued from Fourth Page.)

Smith in asking questions to find out if there was any truth in reports that Captain Smith and J. Bruce Ismay dived at a great depth to please the latter. Highly interesting testimony was given by Andrew Cunningham, steward steward, "Sunningham," after doing his duty, jumped into the sea, swam three-fourths of a mile and was picked up and saved by a lifeboat.

He said the order to arouse all passengers in their staterooms was given at 12:30.

## Order Was Delayed.

"Not until half past 12" asked Senator Smith. "Why, that was fifty minutes after the accident?"

"Yes, sir," Cunningham said that shortly after 12:30 all his passengers had gone on deck except Mr. Cummings, who was in his stateroom getting an overcoat. "After that William T. Stead asked me to show him how to put on a life belt," said Cunningham. "I put the life belt on him. That was the last one put on."

"Did you ever see Mr. Stead again?" "No, sir."

"What was the signal to call the crew to the boat?" asked the Senator. "One long blast of the whistle," said Cunningham. "I don't think it blew."

Frederic Ray was at work in the main saloon at 11 o'clock. He did not see Ismay at dinner in the saloon.

A strong picture of the last throes of the Titanic was given by the next witness, Henry Etches, another steward.

The witness told an incident of Ismay that seemed to please the Senator. "Mr. Ismay called out 'Men, form a line and let the ladies through,' said Etches. "I saw him then and said: 'Ladies, this way! Are there any other ladies here before this boat is lowered?'"

"How many men went in No. 7?" asked Senator Smith. "Three to man the boat," said the witness.

Stewardess Was Saved. "A woman came alone," said the witness. "Just before the boat was lowered, and Mr. Ismay called to her to get in. 'I'm only a stewardess, sir,' she said, and Mr. Ismay replied: 'It makes no difference, you're a woman. Take your place.' The woman came away with us. Officer Murdoch ordered me into No. 8. Then officer Murdoch told 'Titman' by the hand and said: 'Good-by, old man. Good luck.'"

"Just then a man and woman were standing before the boat. She had her arms around his neck. She was crying, and I heard her say, 'I can't leave without you. I can't leave without you.' I turned my head, and the next moment I saw that woman with the man sitting behind her. In the twinkling of an eye, a voice said: 'Throw that man out!' but we were already being lowered away and the man remained."

"What was his name?" asked Senator Smith. "I don't know," said Etches. "I never heard his name. He was a stout man—an American."

Etches was followed by William Burke and Alfred Crawford, stewards. The latter wrung tears from the eyes of the listeners by telling of Mrs. Straus' refusal to leave her husband. "Brightest eyes I have ever seen," he said, "were the eyes of the woman who refused to leave her husband. He was next on the stand. Six rockets, he said, were fired at intervals of about ten seconds. During the firing the rockets he assisted in getting the lifeboats away, going in command of the last lifeboat which left the ship."

## Funeral Ship May

Reach Halifax With

Bodies by Tonight

HALIFAX, April 28.—Vincent Astor arrived here today on the private car Oceanic to take back to New York the body of his father, John Jacob Astor, which will be brought here tomorrow morning with 18 other Titanic victims.

On trains arriving here this morning from New York and Boston were Major Vincent Astor, sent to the Titanic to watch for the body of the ex-lieutenant Archibald Butt; Joseph Richardson, of the Pennsylvania railroad, who will take charge of the body of John B. Thayer, late vice president of that railroad; Charles W. Benjamin, who will take charge of the body of Clarence Moore, of Washington, and Mrs. Hugh R. Hood, of Seattle, who is looking for her husband among the dead.

Lawrence Millet, of New York, the son of Frank D. Millet, is here to take charge of the body of his father. The body will be taken either to Boston or New York. The former city was Frank Millet's old home, while in New York he maintained a residence.

On the arriving here are three private cars. Those of Astor, George P. Widener, Jr., and the late Charles M. Hays, late president of the Grand trunk railway. Other arrivals were A. J. Biddle, of Philadelphia, who will aid Vincent Astor and Captain Roberts, of the Astor yacht Noma, in taking the colonel's body to New York; E. Alsford, who seeks the body of Miss Edith Cross Evans; R. H. McKelvey and E. S. Swartzwelder, that of G. D. Week; Frank Smith, that of Percival White; E. L. Camp and G. C. Douglas, that of Mr. Houchlin; H. Crosby, that of W. Statter; J. H. Anderson, that of S. H. A. Clark; Mr. Rodney, that of J. B. Cummings; and S. L. Wells, that of Mr. Hale.

## "Titanic Baby" Named

"Archibald Astor" is the name of Washington's "Titanic baby." The child is the son of Mr. and Mrs. Cecil A. Ferguson, of 1854 C street northeast, and was born on the day the Titanic went down.

He is named after two of the heroes of the disaster, and so we christened him Archibald Astor—after Major Butt and Colonel Astor, and it is our hope that he may emulate the heroism of these men," says the mother.

## In the Mail Bag

Readers of The Times are invited to use this department as their own—to write freely and frankly with the assurance that no letter not objectionable in language will be denied publication. Letters must not, however, exceed 250 words in length, and must be written only on one side of the paper. Letters must bear the name and address of the writers as evidence of good faith, but the names will not be made public without the consent of the contributors. Address MAIL BAG EDITOR OF THE TIMES.

## SEEKS AID FOR ONE IN GREAT DISTRESS

To the Editor of THE TIMES:  
Is there any one in the city of Washington who will help me to support for a few weeks, until she is stronger, a poor old woman whom I found in Franklin park? She had been ill for a long time, had been turned out of the hospital, and was wandering about with no money, no place to go, and unable to work.

She is anxious to work, and hopes that she may be able to do so as soon as she gains strength. I have but a small salary myself, but have given a certain amount each week to her. Out of this she rents a small unheated room and buys the little food she eats. She is old and needs a warm room and nourishing food. Will some one join me in contributing toward her support for a time?

Answers to this letter may be addressed "Care of the Mail Bag, Washington Times," and will be forwarded to the writer.—Ed.

## THINKS ISMAY SHOULD HAVE STAYED BY SHIP

To the Editor of THE TIMES:  
A correspondent in today's Times says that Ismay had a right to save himself. I deny that he had any such right until after the people on his ship who had paid for their transportation had first been saved. He, above all others, should have stood back like a man and saved every soul possible. P. C. JONES.

## THINKS TITANIC BAND PLAYED BRITISH HYMN

To the Editor of THE TIMES:  
In the recent dispatches Harold Bride, the wireless operator on the Titanic, is quoted as saying that the band played "Autumn," instead of "Nearer, My God, To Thee," as the ship sank in the sea.

I may interest our readers to know that in the Church of England one of the most beautiful hymns is sung to this air. Some of the lines are so peculiarly appropriate that I am inclosing on a separate sheet a copy of this hymn for publication, if you care to use it. It is my hope and belief that the music recalled the words of this prayer to many who in the "shadow of death" found comfort and protection they sought.

Yours very truly,  
(MRS) ANNA W. ATKINSON.

God of mercy and compassion,  
Look with pity on my pain;  
Hear a mournful, broken spirit  
Prostrate at thy feet complain;  
Hold me up in mighty waters,  
Keep my eyes on things above;  
Righteousness, divine atonement,  
Peace, and everlasting love.

Saviour, look on Thy beloved,  
Triumph over all my foes;  
Turn to heavenly joys my mourning,  
Turn to gladness all my woes;  
Lave or die, work or suffer,  
Let my weary soul abide,  
In all changes whatsoever,  
Sure and steadfast by Thy side.

When temptations fierce assault me,  
When my enemies I find,  
Sin and guilt, and death and Satan,  
All against me combined;  
Hold me up in mighty waters,  
Keep my eyes on things above;  
Righteousness, divine atonement,  
Peace, and everlasting love.

## SEE LITTLE OPPORTUNITY FOR LIFEBOAT DRILLS

To the Editor of THE TIMES:  
In the naval services of the world there is held at stated frequent intervals a boat drill for abandoning ship at which every person on board goes to the boat to which he is assigned. The boats are provisioned, breakers of water, boxes of bread and meat being kept ready at all times, and plainly marked with numbers of the boats for which destined. A few rifles with ammunition are also distributed, and men are previously detailed to provide these various articles, bills being posted throughout the ship showing each man's duties in the drill. The boats are lowered and pulled away from the ship, and as a rule, in twenty minutes would be a maximum time in which to accomplish the evolution.

To even the landsman's mind, the thought would naturally come of the necessity for drills of this kind, particularly on ships carrying large numbers of passengers. But, on many trips

the ship may sink, and I may drink a hasty death in the bitter sea; but all that I have is the ocean grave. May be slipped and spared—and no loss to me.

What then care I, though fall the sky, and shivering earth to a cinder turn? No fires of doom can ever consume what never was meant nor made to burn.

Let go the breath! There is no death. To the living soul—nor loss nor harm. Not of the dead is the life of God. Let it mount as it will from form to form.

I do not know the author, but this may be taken as a commentary on the event.

WILLIAM C. LEE.

## Evening Services in the Churches

"THE MORAL LESSON OF SHAKESPEARE AS SEEN IN MACBETH"—The Rev. Earl Willey, at the Vermont Avenue Christian Church, at 8 p. m.

"MUSICAL SERVICE at the New York Avenue Church, 8 p. m.

"A POWERFUL ILLUSTRATION OF THE EFFICACY OF PRAYER"—Col. Archibald Gracie, at St. Thomas' Episcopal Church, Eighteenth, near Dupont circle, at 8 p. m.

"STRANGE STORIES OF SUCCESS"—The Rev. E. Hex Swem, at Temple Baptist Church, 8 p. m.

"THRIFT"—The Rev. Charles Wood, at the Church of the Covenant, at 8 p. m.

"THE PATRIARCHS" (Illustrated)—By the Rev. Donald C. MacLeod, at the First Presbyterian Church, John Marshall place, 8 p. m.

"ABDIL BAH AND THE FORTY THIEVES"—The Rev. Joseph M. M. Gray, at Hamlin Methodist Episcopal Church, 8 p. m.

"THE POPULAR APPETITE"—The Rev. James Shera Montgomery, at Metropolitan Memorial Methodist Church, John Marshall place and C street, 8 p. m.

"GOD IN NATURE"—The Rev. W. R. Wedderspoon, Foundry M. E. Church, 8 p. m.

"THE OLD PURITAN"—The Rev. Samuel H. Woodrow, First Congregational Church, 8 p. m.

"PAGANIZING AMERICA"—The Rev. Frank J. Goodwin, Mt. Pleasant Congregational Church, 8 p. m.

"SEPARATION FOR A WHILE AND FOREVER"—The Rev. F. W. Johnson, Grace Baptist Church, 8 p. m.

"THREE KINDS OF DECISIONS"—The Rev. George H. Crutcher, Fifth Baptist Church, 8 p. m.

# SECRETARY OF WAR ASKS CONGRESS FOR FLEET OF AIRSHIPS

Signal Corps to Be Built Up  
By Addition of 120  
Aeroplanes.

Asking an air fleet ultimately of 120 machines, with fifteen squadrons of officers and enlisted men to handle them, Secretary Stimson has transmitted to Congress the detailed plans of the War Department to build up the Signal Corps and to keep abreast of other nations in the employment of aeroplanes as a means of national defense.

The Secretary also transmits, in addition to the recommendations of the Signal Corps, the draft of a proposed bill for the immediate needs of the corps. The Secretary recommends at present three squadrons consisting, in an addition to the Signal Corps, of one colonel, twelve captains, twelve first lieutenants, and thirty second lieutenants.

Mr. Stimson does not agree with General Allen, chief of the Signal Corps, that the increment should be more at this time.

"It is desired to test the proposed organization, and when it has proven a success," says Mr. Stimson, "and when the Government has obtained sufficient number of aircraft to justify the organization of additional squadrons, Congress will be asked to provide them."

The plans of the War Department contemplate the establishment of five aviation training schools, to be known as "centers of aviation." One is to be located on the Atlantic coast, one on the Pacific coast, one on the Gulf coast, one on the Great Lakes, and the fifth at some interior point.

If Congress permits the working out of the plans, the final aeroplane strength of the army will be as follows:

The "squadron" would consist of two companies. The personnel of the squadron would be one major, eighteen captains or lieutenants, and forty-eight enlisted men. Each squadron would have eight aeroplanes.

The squadron would be the aviation unit, and to each squadron would be furnished trucks for the transportation of machines, tractor automobiles for hauling trucks and transporting crew, aeroplanes, and other equipment, and a plane. The organization outlined for the regular establishment is fifteen squadrons, 120 aeroplanes, two colonels, two lieutenants, and 4,800 enlisted men.

There would be three squadrons for the field army with twenty-four aeroplanes, two squadrons for the Philippines with sixteen aeroplanes, one squadron for Hawaii with eight aeroplanes, the same for Panama, and eight squadrons for the coast defense with sixty-four aeroplanes. For the field army alone there would be three majors, fifty-four captains or lieutenants, and 144 enlisted men, handling the aeroplanes in the field.

The report says: "There are at present allowed by the War Department for aviation duty ten officers, and this number cannot be materially increased without further legislation authorizing more officers for the Signal Corps."

## LOS ANGELES GOAL OF CAPITAL SHRINERS

Special Train Carrying Party  
to Annual Session  
There.

One hundred and twenty jolly Shriners from Washington, Baltimore, Norfolk, Bridgeport, Conn., and Brooklyn, N. Y., are on their way to Los Angeles, Cal., where they will attend the annual session of the Imperial Council of the Mystic Shrine.

The trip is being made on a special Baltimore and Ohio train, known as the "Almas-Baum Special," under the personal supervision of A. J. McCann, a tourist agent. It left here at 9:30 last night.

Among the Washingtonians going were Potentate W. Hamilton Smith and Mrs. Smith, Harry B. Craver, Mr. and Mrs. Adolphus Gule, Webb Smallwood and Mrs. Smallwood, and Mr. and Mrs. Harrison Dingman.

The session of the Shriners will begin Tuesday, May 7, and the "Almas-Baum Special" will arrive in Los Angeles two days before. On the way stops will be made at Cincinnati, St. Louis, Kansas City, Mo.; Santa Fe, N. M.; Albuquerque and the Grand Canyon of Arizona.

From Los Angeles, during the session, tours will be made to Catalina Island, San Pedro, Santa Monica, Long Beach, and Custer's national park. The return trip will be made by the Pacific, San Francisco, Portland, Seattle, Tacoma, Salt Lake City, Colorado Springs, Denver, Chicago, and Pittsburgh.

## New Violet Found.

A new species of dragon tongue violet, the ancestor of the great pansies found in the parks of Washington, was found by members of the Audubon Society of the District of Columbia in their first excursion of the season.

The party, which contained fifty-nine persons, went to The Dyke, Va., where fifty-one species of birds were found and listed.

Profs. Palmer and Cooke, of the Department of Agriculture, gave the party expert knowledge as to the birds found, and Profs. Ukle and Mellott, of the Patent Office, made a study of the flora of the region.

## Concert Today

By United States Engineer Band, at Washington Barracks, at 4 p. m.

JULIUS KAMPER, Leader.

PROGRAM.  
March—"Second Regiment Connecticut National Guard." Reeves Overture—"Barber of Seville" Rossini.

Waltz—"Youthful Fancies," Dell' Oro Selection—"Faust" ..... Gounod Intermezzo—"La Danseuse" von Blon.

Ton Picture—"Uncle Tom's Cabin" Lampe.

"The Star-Spangled Banner"